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boat employed in local commerce and fishing to the tall graceful clipper driving before the wind under billows of canvas to sensational records of speed.

The story is told in vivid and picturesque language that brings out the romance and the color of what was one of the most colorful phases of the economic history of the United States. At a time when the great majority of the people were devoting their energies to exploiting the resources of the earth, a goodly portion of the inhabitants of Massachusetts still heeded the call of the sea, taking their sustenance from its waters or ranging over its surface to traffic and barter in every corner of the world. They were buyers and sellers of goods, but they were also dealers in romance and adventure and mystery. Professor Morison has caught the spirit of the people and of their time, and he has written with a heart that "giveth grace unto every art". The achievement for which he merits greatest distinction is the creation of the proper atmosphere for his tale. It is authentic history with the imaginative appeal of *Java Head* and *Moby Dick*.

The author has drawn his materials from a wide variety of sources, employing many documents hitherto unused for works of history. He has probably been a little careless in not observing the fact that Federal statistics of shipping from 1789 to 1793 are merely statements of tonnage entering or leaving American ports. The figures for 1789 are extremely low because Federal collectors did not begin work until after midsummer. In relying upon these figures as a measure of the increase of American tonnage he has unduly magnified the maritime progress of Massachusetts for the first years of the national period (pp. 96, 106, 166). He is also in error in stating that a law of 1817 required that two-thirds of the crews of American ships be citizens of the United States (p. 354).

A highly admirable feature of the book is the large number of excellent illustrations, most of which are reproductions of old prints and paintings of Massachusetts ships, captains, and merchants.

T. W. VAN METRE.

The Organization of the Boot and Shoe Industry in Massachusetts before 1875. By BLANCHE EVANS HAZARD, Professor of Home Economics in Cornell University. [Harvard Economic Studies.] (Cambridge: Harvard University Press; London: Humphrey Milford. 1921. Pp. x, 293. \$3.50.)

SEVERAL years ago Miss Hazard published in the *Quarterly Journal of Economics* an account of the organization of the boot and shoe industry in Massachusetts before 1875, which represented the results of six years' research in that field. She now publishes, as one of the *Harvard Economic Studies*, a maturer and more comprehensive monograph upon the same subject, based in part upon four years of later investigation. She thereby renders two important services to American economic history:

she gives us an exhaustive analysis of the evolution of a typical industry from the home and handicraft stage to the factory system, and preserves many interesting records—including oral testimony—relating to that industry which otherwise would have been lost. More than one-half of the book consists of appendixes containing, among some items of curious rather than scientific interest, many excerpts from private papers and accounts and a few documents which will be of permanent value to historians and economists.

Miss Hazard generalizes very conservatively, and enforces each step in her analysis by an abundance of illustrative material. All of the latter, as the title indicates, is taken from Massachusetts. Only an occasional allusion suggests to the reader the contemporary development of boot and shoe making in New Jersey, Pennsylvania, and elsewhere. That is a field yet to be covered before we shall have a complete history of the industry in America. But as a study primarily of organization, this book is sufficiently final to be satisfactory. It fairly covers its subject.

In the final chapter of the text proper, under the caption the Human Element, Miss Hazard deviates somewhat from her main theme into an anecdotal and biographical by-path. Her short accounts of representative New England shoemakers and her rather summary description of the early attempts to organize the shoe workers of Massachusetts into unions, are apparently by-products of her major researches. They contribute little to the direct argument of her book, in view of the date at which her study terminates, except to add, perhaps, a finishing touch to the contrast between the period she describes and that with which the present generation is familiar. Labor conditions among boot and shoe operatives in Massachusetts before 1875 were not entirely typical of conditions throughout the Union.

The book has a model index and contains several sketch-maps and plates; indeed from the book-maker's point of view it is rather a *de luxe* volume in its class. Incidentally to her main theme the author adds some interesting details to our knowledge of commercial relations between New England and the ante-bellum South, and of the Yankee migration to that section in the wake of trade. Additional light is also thrown upon the causes and effects of the crises of 1837 and 1857 within New England.

It is to be hoped that this excellent monograph will suggest similar investigations into other industries, whose records are perishing and many details of whose development may otherwise remain for all time obscure.

VICTOR S. CLARK.

MINOR NOTICES

Annual Report of the American Historical Association for the Year 1918. Volume I. (Washington, Government Printing Office, 1921, pp. 487.) An epidemic of influenza prevented the Association from holding the annual meeting which it had expected to hold at Cleveland in December of that year. Therefore the present volume does not contain papers